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## WILL INVOLVING MILLIONS TO BE CONTESTED IN COURT

Descendants of William Weightman Trying to Get Slice of Great Fortune.

(Special to The Times-Dispatch.)

PHILADELPHIA, March 25.—Until yesterday it was hoped that the will of William Weightman, which disposed of \$30,000,000, with Mrs. Jones Wister as legal guardian for her youngest daughter, Martha W. Weightman, contestant, and Mrs. Anne M. Weightman Walker, sole heir to the enormous Weightman fortune, defendant, might be averted. Now all hope of an amicable agreement seems to have passed, although Alexander Simpson, V. Gilpin Robinson, Ezekiel Hunn and Samuel Dickson, representing Mrs. Wister, and Attorney General Hampton L. Carson, representing Mrs. Walker, will probably hold several conferences before legal action is taken.

For weeks the forces have been lining up for this struggle, and if it should ever come to the open court, as seems inevitable, it will involve a picture of the rich, old chemist in his declining years.

There was talk of a codicil to the remarkably condensed will of William Weightman, "written on a single sheet of paper," in which codicil Mrs. Walker was directed to make certain apportionments to the various grandchildren and to several charities. The codicil, it was said, had been lost and a part of the contest would be to prove that it had been in existence. This is denied.

The most startling piece of evidence which Mrs. Wister will produce in support of her statement that William Weightman was mentally incompetent at the time he drew up, or copied, the terse document in which he repudiated his obligations to all his heirs, except Mrs. Walker, is an autograph letter signed by the multi-millionaire, agreeing to give to her children by William Weightman, Jr., of whom five are now living, \$1,000,000 in case she remarried.

According to the prosecution, numerous books and records showing the business relations of Dr. John Farr Weightman and William Weightman, Jr., with their father have been destroyed or lost, sealing up for all time to come their destiny.



MRS. ANNE M. WEIGHTMAN WALKER.

mentary claim upon a share of the Weightman estate.

No ultimatum has come from Mrs. Walker as yet. She is at her apartments in New York, but from messages sent to this city by her yesterday there appears to be not the slightest disposition on her part to yield up any of the millions or any fraction of the millions.

Mrs. Jones Wister says that she entered into the contest with reluctance, dreading at once the notoriety that must attach to it, and the ill-feeling between the litigants that is bound to ensue.

"It is only my sense of duty to my children who are the daughters of William Weightman, Jr., that forces me to bring this action," said Mrs. Wister today. "My husband, Mr. Wister, believes I owe it to the girls and to the other grandchildren to use my efforts to procure for them their just share of their grandfather's estate, and my lawyers and other advisers are of the same opinion."

## LUMINOUS LAUGHS AT LUNCHEON

By LYMAN F. GEORGE.

(Copyright, 1905-5, by George Book Pub. Co., Boston, Mass.)



### BADGERING BEN.

Badgering Ben was uncivil to men.  
Although his parents did caution and chide.  
He would hoot and dispute, if things didn't suit—  
An action, my boys, I ain would decide.

Two pugilists once were chatting alone,  
And Badgering Ben butted in—Crash!  
They carried him home with a groan and a moan—  
The doctor called it a case of RASH!



MORAL

"Uncivil, rude, and silly 'tis  
This always badgering those who speak;  
Anticipating argument,  
But simply argues you have cheek."

Canst thou correct thy sons, O men!  
If they are old enough to see.  
The very fault thou wouldst condemn  
Is quite conspicuous in thee?



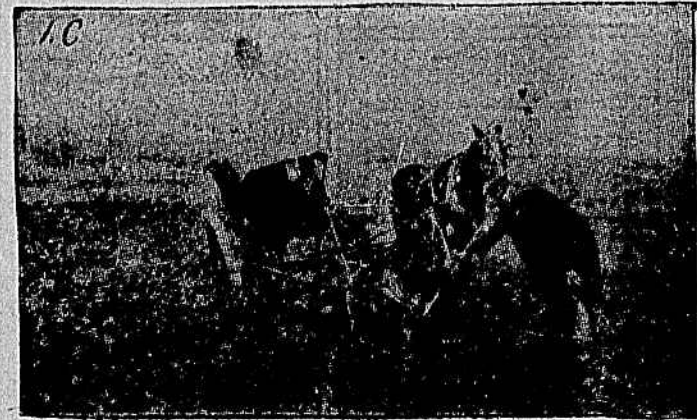
## EVERY FARMER HIS OWN ROAD-MAKER

Mr. King Explains Use of "Drag"  
With Which Fine Results  
May be Obtained.

COSTS ABSOLUTELY NOTHING

Apparatus Easy to Construct  
and Simple to Operate.  
How It Is Done.

If there is one thing the people of Virginia know, it is how to make roads without money, a subject discussed by Mr. D. Ward King in the monthly bulletin of the Missouri Board of Agriculture. Mr. King's method is what he calls road-dragging, and with a cheap drag, he said that every farmer can become his own road-maker. "The best drag," said he, "is made of a split log, but fine results can be obtained by using any sort of drag, made of any kind of material, if it pushes the loose earth to the middle of the road and also smooths the surface. A drag is easy to construct and simple to operate. It may be made from a log, three sticks and a piece of wire, with an axe and a two-inch augur. A



This illustration is from a photograph of an undragged road within 200 yards of its intersection with a dragged road which was in fine condition. The soil, the lay of the land and the drainage were exactly the same, yet in front of the team there was a long, dangerous mud-hole, worse than the one shown.

twelve-year-old boy can operate it."

With such a drag Mr. King has cared for half a mile of road near his home for the last eight years, and the work has not cost the county or township a penny, nor has he himself spent any cash on it. The drag should be used while the soil is moist, yet sufficiently dry not to stick to the face of the log. One of the illustrations given in this article shows how the drag is constructed and the other two show what sort of work it can do.

### How It Is Done.

In order to meet all questions that may be raised, he gives the following road-dragging catechism:

Ques. Would it not be better to plow the road before dragging? Ans. No. Plowing gives a soft foundation. Plowing the middle of the road is a relic of the old dump-scrapers days.

Q. What do you do where there are deep ruts in the road? A. Drag them. If you drag when the surface is quite loose and soft, you will be surprised how soon they will disappear.

Q. How do you get the dirt to the middle of the road? A. By hauling the drag alongside, with the end that is toward the center of the road a little to the rear of the other end.

Q. But suppose the road is too narrow? A. First drag the wheel tracks. After three or four rains or wet spells, plow a shallow furrow just outside the dragged part. Spread this over the road with the drag. Only plow one furrow. You may plow another furrow after the next rain. At each plowing you widen the road-bed two feet.

Q. How many horses do you use? A. Two generally; three if it is just as handy; four when breaking colts. A good solid team in the center and a colt on each side. Two men on the drag—one to drive, the other to control the colts.

Q. How do you drain the road? A. If the earth is pushed to the middle of the road continually the road will drain itself.

Q. Why not make the drag out of plank? A. You can, and do good work. I know of a drag made of three hardwood two-by-fours that was used with good results, but the split log is the best. The plank drag is not so stiff and quivers and bounces.

### Why Log Is Better.

Q. Why not make the drag of heavy, sawed timber, say 6x8 or 8x10? A. Because they have a tendency to slip over the bumps. The log is better than the plank, because it is more rigid and better than heavy timbers because its thin,

or less convex. These slight changes can be made by the driver walking in one direction or the other on the drag.

Q. What does it cost to drag a mile of road? A. The cost is variously estimated at from one to three dollars. I think much depends on a season and what degree of excellence satisfies the man who drags. It is hard to estimate what it costs to come a man's hair or break his shoes if he does it himself.

How to Treat Sand Roads.

Q. How do you keep the drag from dodging around sideways? A. By not loading it too heavily. If a drag dodges around the earth that you are moving, it is because it is overloaded. If you do not overload the drag it will move and spread the earth. It is overloaded because you are trying to do too much. The secret of success in road dragging is to do a little often. Remember, if the drag dodges, it is generally because you have neglected to drag the road at some previous time when it needed dragging.

Q. Will the dragged road stand heavy hauling, like logging, etc.? A. Yes and no. A dragged road will stand more heavy hauling than an undragged road, but not so much as a macadamized or well-kept gravel road.

Q. Will a drag help a sand road? A. A sand road is a very different proposition from the black soil, clay or gumbo. An entirely different method must be adopted to make it better. First, keep it wet; second, haul clay on it; third, sprinkle it with crude oil, as they do in California and in some parts of Southern Kansas and Texas. The drag might be beneficial in keeping the sand road perfectly flat, so that it would absorb as much moisture as possible and retain it a long time. A drag is a very important tool on the oil roads.

### WEST POINT, VA.

(Special to The Times-Dispatch.) WEST POINT, VA., March 25.—Several young people of West Point attended "The Old Maid's Convention" at Centerville, King and Queen county this week. They report a charming evening. The program and a feature and after a thorough grinding, the old maid appeared much improved.

The work of lighting the town by Acetylene Gas is being pushed to completion. A great deal of work has been done at

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## POEMS YOU OUGHT TO KNOW

Whatever your occupation may be, and however crowded your hours with affairs, do not fail to secure at least a few minutes every day for refreshment of your inner life with a bit of poetry.—Professor Charles Elliot Norton.

No. 453.

### TO A MOUSE.

By BURNS.

This poem was written by Burns while holding a plough that had turned up the nest of a little mouse. The driver of the plough, on seeing the mouse running across the field, ran after it with a plough, cleaning utensil intending to kill it. He was checked by Burns, who asked him what the little mouse had ever done. That night he wrote the following poem, and presenting it to the driver, asked him what he then thought of the mouse. "Bickering brattle!" means "hasty run," a "plough" is a "plough spade," "wholes" means "sometimes," "The line" "A dalmen licker" is a "thrave," means "an ear of corn," a thrave is a thrave, that is, twenty-four sheaves. "Lave" means "ronalder," "big" means "build," "small" means "sharp," "cozy" means "comfortable," "But house or hauld" means "without house or holding," "Thou" means "endure," "crannoch" means "hedge-foot." Other selections from Burns, his poems, trait, autograph and biographical sketch, have already been printed in this series.



EE, sleekit, cowering, timerous beastie,  
O, what a panic's in thy breastie!  
Thou needs start awa' sae hasty,  
With bickering brattle!  
I wad be laith to rin an' chase thee,  
With murdering pattle.

I'm truly sorry man's dominion  
Has broken nature's social union,  
And justifies that ill opinion  
Which makes thee startle  
At me, thy poor earth-born companion,  
And fellow-mortal!

I doubt na, whyles, but thou may thieve;  
What then? poor beastie, thou must live!  
A dalmen licker in a thrave  
Is a sma' request;  
I'll get a blessin' in the lave,  
And never miss it.

Thy wee bit housie, too, in ruin!  
It's silly wa's the winds are strewn!  
And neathing now to big a new ane  
O' foggage green!  
And bleak December's wind ensuin'  
Baith snell and keen!

Thou saw the fields laid bare and waste,  
And weary winter comin' fast,  
And cozie here, beneath the blast,  
Thou thought to dwell,  
'Till, crash! the cruel coultter past  
Out through thy coll.

That wee bit heap of leaves and stibble  
Has cost thee many a weary nibble!  
Now thou's turned out, for all thy trouble,  
But house or hauld,  
To thole the winter's sleety dribble,  
An' cranreuch cauld!

But, Mousie, thou art no thy lane,  
In proving foresight may be vain:  
The best-laid schemes o' mice an' men  
Gang aft a-gley,  
And leave us naught but grief and pain,  
For promised joy.

Sill! thou art bleat, compared with me!  
The present only toucheth thee:  
But, och! I backward cast my eye  
On prospects drear!  
And forward, though I canna see,  
I guess and fear.



This series began in The Times-Dispatch Sunday, October 11, 1903. One is published each day.

## Hofheimer's ECONOMY STORE,

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house was recently plucked of the following size, fourteen inches in circumference short way, fifteen and one-half circumference long way, and weighed twenty-three ounces. The senior class gave an entertainment last night followed by a supper at the Y. M. C. The Miller played V. M. I. and Washington and Lee on the 22d and 23d. Miller won both games as follows: V. M. I., 6; Miller, 9; Washington and Lee, 6; Miller, 12. The superintendent broke the news to the boys while they were at supper. The boys were wild with joy and "yells" were a deluge on the market before leaving the "apple" department.



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